

**FROM THE OFFICE OF DELAWARE GOVERNOR JACK MARKELL**  
**For Immediate Release: Feb. 9, 2009**

## **Stimulus Spending Priorities Will Create Jobs, Address Infrastructure Needs**

*Markell lays out transportation priorities for expected federal stimulus funding*

NEWARK, Del. – Gov. Jack Markell unveiled a list of road, transit and pedestrian projects Monday that will be the state's priorities to receive funding under a federal economic stimulus package.

The projects, totaling \$200 million, were selected for their ability to meet federal requirements that the work begin within three to six months, the number of jobs the work will generate and the projects' economic development potential.

"These projects will create hundreds of jobs and will help our economy – and our neighbors -- get moving again," Markell said during a news conference at the I-95 Toll Plaza, which is targeted to receive \$48 million to add high-speed EZ-Pass lanes. "These projects are will improve our transportation system, put Delawareans to work and make Delaware more attractive for economic development in the future."

Based on economic analysis, the projects are expected to create 1,200 jobs.

"One of the best ways for Delaware to overcome the historic economic challenge we face is to get more people working, and that is exactly what we are going to do," said Secretary of Labor John McMahon. "We are going to make sure this money pays for projects that will stimulate the economy."

The projects range from big-ticket items, such as the additional E-ZPass lanes at the I-95 toll plaza and \$70 million worth of paving and rehabilitation work, to smaller projects such as traffic-signal and guardrail replacement. Funding is being targeted not just for traditional road projects, but also for transit projects such as a new Dover Transit Center, park-and-ride facilities in Odessa and Rehoboth Beach and a new DART maintenance facility.

The project list also includes money for improvements to Market Street near the Wilmington Riverfront and funding to refurbish the Rehoboth Beach boardwalk.

"These two projects are crucial to our economic infrastructure," said Alan Levin, director of the Delaware Economic Development Office. "They are going to add to the economic potential of Wilmington and the nation's 'Summer Capital.' These projects will stimulate our economy for years to come."

The list of projects was announced Monday to allow enough time for the projects to be reviewed by local Metropolitan Planning Organizations and to begin work on obtaining the necessary permits. If Delaware does not begin preliminary work now, the projects

may not be far enough along in the approval process when the stimulus bill passes and funding could be lost.

Monday's list is not final and could change depending upon provisions in the final bill that President Obama signs.

"The timeframes proposed to deliver projects presented several challenges and greatly limited the number and types of projects targeted," said Secretary of Transportation Carolann Wicks. "The DelDOT team has worked extremely hard to vet all possible road, transit, pedestrian and bridge projects that could be done in the 180-day time period, but the bottom line for us is that we will end up with a package of projects that benefit the entire state."

**Generating Jobs With Infrastructure Investment**  
**Transportation Projects Targeted with**  
**Funding from the**  
**American Recovery and Reinvestment Act (ARRA)**  
Delaware Department of Transportation  
*March 3, 2009*

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***Summary and Status***

The American Recovery and Reinvestment Act (ARRA) would provide DelDOT with \$122 million for highways and bridges and \$18.9 million for transit. In addition, 50 percent of the highway projects must be ready to obligate in 120 days and 50 percent within one year, while 50 percent of the transit projects must be ready to obligate in 180 days and 50 percent within one year.

DelDOT has targeted more than \$200 million in work. Some of targeted projects may not make the final work list. Possible reasons include not enough stimulus money and not enough public support. Prior to finalizing priorities, DelDOT is required to work closely with local planning organizations through a public comment process, which began the week of February 9.

***What is the impact of new funding?***

Capital road and transit projects result in sustaining and creating jobs. The infrastructure package targeted would result in over 1,200 direct, indirect and induced jobs.

Road and transit projects also fulfill several other goals that benefit the state and economy through improved quality of life, reduced congestion, increased safety, improved air quality, and support of overall economic development.

***How are other states coming up with their lists?***

Many other states have numerous road projects ready to be built as a result of having insufficient state funds to match their federal funds, meaning the design, right of way and permitting processes have been largely completed but construction cannot begin. Delaware, however, has worked under the "on-time delivery mode," meaning we are fiscally constrained, work to maximize our federal expenditures and staff resources, and deliver projects through construction.

In addition, other states may allocate resources and staff to the early phases or projects only to put them on the shelf for another day.

### ***What are the challenges?***

The 120 day and one year deadlines mean proposals must be obligated within that timeframe. Other criteria includes:

- Roadways considered must be federally-eligible roadways (Approximately 30 percent of Delaware roads are designated as such). Most of these eligible roads are in New Castle County.
- State and federal environmental, historic and cultural permitting processes cannot be bypassed.
- Real estate acquisitions must be minimal given the process that must be followed to purchase property.

### ***How has DelDOT narrowed its list?***

We have reviewed what we could produce within the timeframes proposed so far. The goal is to focus on those most likely to succeed and provide jobs for Delawareans. General areas:

- Projects that result in significant job creation.
- Paving and rehabilitating highways and other roadways.
- Safety improvements and congestion reducing projects.
- Asset preservation, such as bridge maintenance and repairs.
- Green initiatives, including expanding park and ride lots, transit facilities, greenways and improving air quality through congestion alleviation.

### ***What issues caused projects to not make the list?***

Transportation projects have many phases. The early phases prior to actual construction are the most time consuming, including right of way purchases, design and environmental/historic/cultural permitting. Typically these phases cannot be expedited, nor does the proposed federal legislation allow these phases to be fast-tracked or skipped. The projects that have not made the target list had various phases that could not have been completed within the timeframes proposed.

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# Target Infrastructure

## *Summary*

Given the criteria and challenges, the below list of target infrastructure is what DelDOT will be working toward for the next several months. As of February, DelDOT has targeted approximately \$200 million in work. *It should be noted that some of targeted projects may not make the final work list. Possible reasons include not enough stimulus money and not enough public support.* Prior to finalizing priorities, DelDOT is required to work closely with local planning organizations through a public comment process, which began the week of February 9.

## **Pavement and Rehabilitation Projects Statewide**

Initially, DelDOT could put out more than \$70 million worth of these projects statewide, with possibly another \$70 million in work if more funding becomes available. The requirement is that the roads must be federal eligible, and only 30 percent in Delaware are designated as such. This requirement will not be waived under the stimulus package criteria. Pave and Rehab jobs have little to no right of way and design issues and can be bid quickly. From a jobs perspective, the benefit is that the jobs would be spread out to many contractors. From an infrastructure perspective, maintaining roadways before they lapse into disrepair and require a major capital project is smart and economical in the long run.

## **Bridge Maintenance**

**Description:** This would include various work on 30 bridges along I-495, Route 141, I-95 and in other locations. Work includes painting, approach slab replacement/repairs, overlay of decks, repair of expansion joints and bearings, repair of spalled concrete and replacement of deck and substructure.

**Cost:** \$29.1 million.

**Justification:** Maintenance of bridges is a priority as it's a significant step in ensuring these bridges are in satisfactory condition, and do not fall into the structurally deficient

category. Based on the latest data from the U.S. Department of Transportation's National Bridge Inventory for states, DelDOT's percent of structurally deficient bridges is the fourth lowest in the nation behind Arizona, Florida and Nevada.

**Status:** There should be no significant environmental/permitting issues.

### **I-95 Concrete Medians**

**Description:** Some medians along I-95 need replacement.

**Cost:** \$1.2 million

**Justification:** Safety issue as the concrete on many of these medians is deteriorating.

**Status:** There should be no significant environmental/permitting issues.

### **NCC Guardrail Upgrades**

**Description:** Existing guardrails would be upgraded.

**Cost:** \$800,000

**Justification:** Safety issue as the concrete on many of these needs replacement to meet current safety standards.

**Status:** There should be no significant environmental/permitting issues.

### **2009 Traffic Signal Improvements Statewide**

**Description:** Traffic signal installation, upgrade, or reconstruction at nine intersections. New Castle County: SR 2 & Albertson Boulevard; US 13 & Boulden Boulevard; US 13 & Memorial Drive; US 202 & Righter Parkway; and, Mill Creek Road & McKennans Church Road. Kent County: US 13 & Lepore Road; US 13 & SR 42; and, Frederica Fire Signal. Sussex County: SR 1 & West Way Drive.

**Cost:** \$1.3 million

**Justification:** Improvements will improve traffic flow, vehicular safety, pedestrian safety, and the reliability of the system. Projects were initiated through a public complaint, through a study completed by our Traffic Studies Section, or through a request from our Signal Maintenance Section. Each intersection has a different scope of work, variously involving new signal installations, reconstruction of aging infrastructure, pedestrian signal enhancements, upgrade of curb ramps to current ADA standards, modification of left-turn phasing, and lengthening of left-turn storage bays.

**Status:** There are no issues identified and pending funding approval, work on the first intersection could begin in May 2009.

### **Rehabilitation of Epoxy Pavement Markings**

**Description:** Several areas of roadways statewide would be rehabilitated.

**Cost:** \$2 million.

**Justification:** The high-visibility epoxy markings contribute to a safer road system in particular during adverse weather conditions.

**Status:** There are no environmental/permitting issues.

### **I-95 Toll Plaza Project**

**Description:** Reconstruct and reconfigure the Newark Toll Plaza to incorporate two highway-speed E-ZPass lanes in the northbound and southbound lanes.

**Cost:** Approximately \$43 million.

**Justification:** This toll plaza experiences high levels of congestion due to the current plaza configuration. As approximately 55 percent of travelers through the plaza utilize E-ZPass, congestion would be drastically reduced with high-speed lanes. This plaza is a regular complaint of motorists traveling through this state, and leaves travelers with a negative impression – in many cases their only impression -- of Delaware, impacting reputation, business, tourism and economic development. This project was scheduled to begin construction in 2011 or 2012

**Status:** Design is largely complete; permitting approvals from DNREC/Army Corp needed; no right of way needed; wetland mitigation needed; a design-build process may be utilized.

### **Market Street Project, Wilmington**

**Description:** This project would elevate the roadway out of the floodplain. Completing one phase could underground utilities. The limits are Market Street from "A" Street to just north of the Market/Walnut St Split.

**Cost:** \$4-5 million for undergrounding utilities or \$9 to complete the entire project.

**Justification:** Undergrounding utilities would prepare the way for possible economic development opportunities in the future. The full project of elevating the road out of the floodplain would bring it to the level of other developments in the area, reducing the impact flooding has on residents and business.

**Status:** Environmental/permitting process complex and had not begun. Meeting criteria will be challenging.

### **Roth Bridge over the Chesapeake & Delaware Canal**

**Description:** This rehabilitation project includes repairs to the post tensioning ducts, stay cables and other miscellaneous work.

**Cost:** \$2.8 million

**Justification:** Bridge maintenance is a priority for the safety of the traveling public.

**Status:** DelDOT is ready to bid the project, but Army Corp of Engineers funding has been held up. Stimulus money would allow this work to move forward.

### **Route 404/Newton Road Railroad Crossing, Bridgeville**

**Description:** Add gates and update cantilever lights and controller; replace pre-cast concrete surface. Railroad would do this work.

**Cost:** \$400,000

**Justification:** A safety project. Design complete.

### **Route 10 and Sorghum Road, Kent County**

**Description:** The project consists of channelizing the median at the intersection of SR 10 and Sorghum Mill Road to accommodate eastbound and westbound SR 10 left-turns. This improvement will accommodate westbound left-turns, the highest volume left-turn movement at the intersection, while separating left-turn movements at the intersection to reduce the potential for left-turn and angle accidents. Northbound left-turns will be

diverted to the median opening to the east at Liberto Plaza where volumes are minimal and sight distance is adequate.

**Cost:** \$400,000

**Justification:** Identified under the Highway Safety Improvement Program as a safety priority.

**Status:** Environmental/permitting is clear. Design complete.

### **Dover Transit Center**

**Description:** Build a new DART Dover Transit Center on five acres on Water Street between Queen and West streets.

**Cost:** \$13.3 million.

**Justification:** This would replace the current minimal facility on 1.5 acres on Water Street, between Governor's Ave. and State Street. A new facility could accommodate more buses, allowing for future expansion of the system if funding allows. The project would include a sheltered facility, and may include service for Greyhound, retail and other offices. The new facility will also be located on the rail line, allowing for possible use as a train station in the future if funding for such a capital project were available.

**Status:** Permit work still must be done and coordination with the City of Dover and other partners would need to be expedited. Most of the right of way is secured.

### **Rail Cars**

**Description:** Allows DelDOT's Delaware Transit Corporation (DTC) to purchase 4 new Silverliner V rail cars from SEPTA, which will add capacity for DTC service between Philadelphia and Newark, Del. Delivery is scheduled for 2010.

**Cost:** \$8 million, which will use 100% of American Reinvestment and Recovery Act (ARRA) funding.

**Justification:** Will allow added capacity for DTC service between Philadelphia and Newark.

**Status:** Purchase of the rail cars will support third rail improvements and improve the frequency of trips along the Northeast Corridor. DTC had already put the order in for the new cars and planned to pay for it, but the federal stimulus funding for transit may cover the costs instead. If stimulus funding is not used, the cars will be purchased regardless.

### **Buses**

**Description:** This project is part of a bus purchase and replacement program, which will allocate new buses throughout the state, with a total investment of \$8.8 million. This portion is will purchase buses for Sussex County. Allows DelDOT's Delaware Transit Corporation (DTC)/DART First State to purchase buses that are needed to replace current buses with high miles .

**Cost:** \$1.9 million of American Reinvestment and Recovery Act (ARRA) funding from a total \$8.8 million investment.

**Justification:** Will allow DART to continue to provide reliable service to customers.

### **DART Mid-County Facility**

**Description:** This project will construct six maintenance bays and parts storage for the maintenance of DART Fixed Route and Paratransit buses.

**Cost:** \$7.2 million, which will use 100% of American Reinvestment and Recovery Act (ARRA) funding.

**Justification:** This expands the current facility.

### **Route 299 Park and Ride, Odessa**

**Description:** Expansion of the park and ride located at the intersection of SR 299 and SR 1. Project also includes the relocation of the entrance to SR 299 to a new signalized intersection being constructed at Gloucester Drive.

**Cost:** \$1.4 million

**Justification:** Assists in expanding and providing better access for alternative transportation users.

**Status:** Should be no significant environmental/permitting issues.

### **Rehoboth Park & Ride/Destination Station**

**Description:** The purpose of this project is to reconfigure DTC Park and Ride entrance and internal road system so that the park and ride site can accommodate both the current bus operations and the planned Destination Station.

**Cost:** \$500,000. The U.S. Congress, under SAFETEA-LU, has provided \$1 million in federal earmark funds to support the creation of Destination Station.

**Justification:** The reconfiguration will be the first phase of a larger transit system expansion project that will result in the creation of several additional park and ride lots along Route 1 from Nassau to the current site. It will also provide the site and basic transportation system improvements needed to support the creation of the science/energy technology exhibition center known as Destination Station.

**Status:** Should be no environmental/permitting issues.

### **New Castle County Greenway Industrial Track Phase I**

**Description:** Construct a trail along an abandoned railroad corridor owned by the State of Delaware from SR 273 to south of the Christina River.

**Cost:** \$1.3 million

**Justification:** Will encourage more people to choose off-road pedestrian and bicycle facilities to get to destinations.

**Status:** Working with New Castle County.

### **New Castle County Greenway Millcreek**

**Description:** This 1.5 mile project will complete an over 4-mile loop recreational trail and will be a segment in an overall cross-county greenway trail system. This portion of the project will start at the intersection of Stoney Batter Road and Mill Creek Road and traverse north on New Castle County Public Open Space, through mixed forest and wetlands that parallels Mill Creek Road. At the intersection of Mendenhall Mill Road (just past Camp Wright) the trail turns west and ends at the paved trails within the development of Mendenhall Village which terminate at the entrance.

**Cost:** \$1 million

**Justification:** Will encourage more people to choose off-road pedestrian and bicycle facilities to get to destinations.

**Status:** Working with New Castle County.



### **Rehoboth Beach Boardwalk Refurbishment Phase II and III**

**Description:** Boardwalk Restoration from Henlopen Hotel to Rehoboth Avenue and from Laurel Street to Prospect Street as well as area adjacent to Rehoboth Avenue.

**Cost:** \$7.4 million

**Justification:** The current wooden boardwalk is becoming a safety issue. This benefits not only pedestrian accessibility but enhances tourism.

**Status:** Working with the City of Rehoboth.

### **Centreville Streetscape/Traffic Calming**

**Description:** This project on Rt. 52/Old Kennett Pike would replace current temporary traffic calming features with permanent ones.

**Cost:** \$3.7 million.

**Justification:** This work would improve safety for motorists and pedestrians.

**Status:** Design could be complete by June.

### **Hockessin Streetscape/Drainage Project**

**Description:** Improve street design and drainage along Old Lancaster Pike.

**Cost:** \$3.5 million.

**Justification:** This work would improve safety for motorists and pedestrians and make much-needed drainage improvements.

**Status:** Design is complete. A few easements needed for work.

## **Examples of Infrastructure Considered**

### ***Summary***

Transportation projects have many phases. The early phases prior to actual construction are the most time consuming, including right of way purchases, design and environmental/historic/cultural permitting. Typically these phases cannot be expedited, nor does the proposed federal legislation allow these phases to be fast-tracked or skipped. The projects below have various phases that could not have been completed within the timeframes proposed.

- **Claymont Renaissance:** Permitting, design are not far enough along.
- **Elkton Road:** Neither project along this corridor could meet the 180 day time frame. Significant design and coordination issues remain.
- **I-95 and Rt. 1 Interchange:** Design, permitting are not far enough along.
- **Route 26 Mainline:** Hundreds of properties just began the process of being purchased, and this cannot be expedited under current criteria.

- **Wilmington to Newark Third Rail:** This project will be bid and begin construction in May 2009. It is already programmed with construction funding. It is a two-year construction time frame and could not be expedited.
- **New Newark Train Station:** Design, permitting not complete. City of Newark has gone on record as opposing the new location.
- **Dover to Middletown or Dover to Newark Train Service:** A Major project costing upwards of half a billion dollars that has no funding programmed, and as such design and permitting have not yet begun and could not be completed in the 180 days.
- **Planned interchange projects along Route 1 in Kent and Sussex counties:** Design and right of way process could not be done in time to meet the 180 day timeframe.
- **I-95/Route 202 Ramps:** Design, permitting and right of way process could not be done in time to meet the 180 day timeframe.
- **Shipley Street, Wilmington:** No design done. No permitting work done. Major historic impacts.
- **Walnut Street, Wilmington:** Design partially completed, but permitting not yet started. Major historic impacts including cemetery, churches.
- **Train service to Maryland:** For service between New Castle County and Baltimore/Washington via MARC construction of a new track between North East and Perryville, MD. Design has not begun and could not be done in the timeframe.